campaigns have been launched among the fishermen to enable them to identify sharks as well as release them immediately in cases of incidental nettings.

Collusion of forest staff and poachers in tiger killing

40. SHRI KALRAJ MISHRA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether inquiries and investigations into the loss and disappearance of hundreds of tigers in Madhya Pradesh and Rajasthan, including Ranthambhore, have thrown up and exposed collusion between the forest staff and poachers;

(b) if so, the number and details of the staff/officers found involved; and

(c) the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) This Ministry has not received any report from Madhya Pradesh or Rajasthan regarding loss and disappearance of hundreds of tigers or collusion between forest staff and poachers.

(c) Question does not arise.

Environmental pollution due to ship breaking industries

41. PROF. ALKA BALRAM KSHATRIYA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government are aware that every year around 600 decommissioned/aged ships are being received from abroad by our ship-breaking yards and that this Rs. 200 crore ship-breaking industry is responsible for causing worst type of environmental hazards thereby;

(b) if so, whether docommissioned French Aircraft Carrier Clemenceau was permitted to enter in India recently; and

(c) whether Government are thinking of gradually banning this ship-breaking activities where workers are exposed to life-taking carcinogenic material which often prove fatal?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) The ship breaking

activity grew into a full-fledged industry by the year 1979 when the Government of India recognized it as a manufacturing industry. The main center for this activity lies on the west coast of Gulf of Cambay at Alang-Sosiya, Gujarat. The large tidal range and other geomorphological characteristics of the beach at Alang make it an ideal location for the ship breaking industry. The year-wise details of ships received for dismantling in India during the last 5 years is given below :

Year	Number of Ships
2000-01	373
2001-02	416
2002-03	390
2003-04	375
2004-05	235
2005-06(Prov.) (Upto December, 2005)	73

The Supreme Court of India has issued directions on 14.10.2003 in the matter of Writ Petition (Civil) No. 657 of 1995 on hazardous waste management for making the ship breaking activity safe for the workers and the environment. Besides the directions of the Supreme Court, the ship breaking activity is also required to comply with the guidelines issued by the Central Pollution Control Board (CPCB), the conditions stipulated in the authorizations issued to individual units by the Gujarat Pollution Control Board (GPCB). The Gujarat Maritime Board (GMB) has also set up a common Treatment, Storage & Disposal Facility (CTSDF) for environmentally sound disposal of the hazardous wastes generated from the ship breaking activity at Alang, Gujarat. The Gujarat Pollution Control Board regularly monitors the compliance to various rules and regulations and directions of the Supreme Court.

(b) The matter regarding the entry of the French Aircraft Carrier 'Clemenceau' into India is presently *subjudice* in the Supreme Court of India.

(c) The Government has no such proposal for banning of ship breaking activity in the country.